

GOVERNMENT OF INDIA  
RAILWAY DEPARTMENT  
(Railway Board)



Local Advisory Committees

ON

RAILWAYS

Statement showing particulars of Meetings

Held during the Quarter ending 31st December, 1939.

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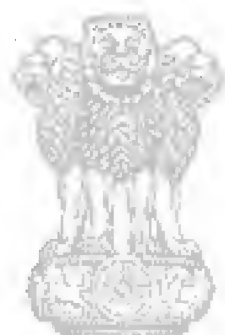
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*Meetings of the Local Advisory Committees were held on the following Railways during the quarter ending 31st December, 1939.*

Railways.	Centre.	Number of meetings.	Dates on which meetings were held.
Assam-Bengal . . . . .	Chittagong .	<i>Nil.</i>	..
Barsi Light . . . . .	Kurduwadi .	<i>Nil.</i>	..
Bengal and North-Western . .	Gorakhpur .	1	11th November.
Ditto (Bihar) . . . . .	Muzaffarpur .	1	17th November.
Bengal-Nagpur . . . . .	Calcutta .	<i>Nil.</i>	..
Ditto (Bihar and Orissa) .	Calcutta .	1	30th October.
Ditto (Central Provinces) .	Nagpur .	<i>Nil.</i>	..
Bombay, Baroda and Central India .	Bombay .	<i>Nil.</i>	..
Ditto (Ajmer) . . . . .	Ajmer .	1	16th November.
Darjeeling Himalayan . . .	Darjeeling .	1	16th December.
Eastern Bengal . . . . .	Calcutta .	2	9th November and 19th December.
East Indian . . . . .	Calcutta .	2	6th October and 24th November.
Ditto (United Provinces) .	Cawnpore .	1	9th November.
	Lucknow .	<i>Nil.</i>	..
Great Indian Peninsula . . .	Bombay .	3	12th October, 16th November and 14th December.
Ditto (Central Provinces) .	Nagpur .	1	8th December.
Ditto (United Provinces) .	Cawnpore .	1	10th October.
Madras and Southern Mahratta .	Madras .	1	3rd November.
Ditto (Bombay Presidency) .	Madras .	1	17th November.
North Western . . . . .	Lahore .	<i>Nil.</i>	..
Ditto (Sind) . . . . .	Karachi .	<i>Nil.</i>	..
Rohilkund and Kumaon . . .	Izarnagar .	<i>Nil.</i>	..
South Indian . . . . .	Madras .	1	8th November.
	Ootacamund .	<i>Nil.</i>	..

*Statement showing particulars of meetings of the Local Advisory Committees  
held during the quarter ending 31st December, 1939.*

**BENGAL AND NORTH WESTERN RAILWAY.**

**UNITED PROVINCES COMMITTEE.**

*Gorakhpur, 11th November, 1939.*

Subject and proposal.	How disposed of.
1. Extension of the existing <i>musa-firkhana</i> at Basti.	This work would have to be postponed owing to existing conditions.
2. Hindu restaurant at Gonda to be run by Hindu contractors.	Action is being taken to remove the cause of complaint.
3. Inconvenience to the mercantile community due to the discontinuance of 3 up and 4 down trains.	It was explained that the curtailment had not been effected without careful considerations and that it is, naturally, the intention to still further modify and adjust the existing services to make it as convenient as possible without increasing the daily mileage in such a manner as to tie up more locomotives. The ruling consideration is the need for conserving engine power to meet the likelihood of a heavier goods traffic than usual, arising out of military necessity and the need for more expeditious movements. In normal times the number of additional trains that has to be run during the busiest traffic months of the year on account of the sugar industry alone, is such as to tax the resources of the railway severely, and if public goods traffic is not to suffer unduly, the curtailment of passenger services is unavoidable. Any constructive suggestions for alteration of the time-table from members of the advisory committee or the public will receive careful consideration by the Traffic Manager when revising the time-table the better to suit public convenience.

**BIHAR COMMITTEE.**

*Muzaffarpur, 17th November, 1939.*

1. Provision of an intermediate class waiting room at Darbhanga.	The chairman explained that this would be looked into further. Expenditure on waiting rooms could not be undertaken while war conditions prevailed.
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BENGAL AND NORTH WESTERN RAILWAY—*contd.*BIHAR COMMITTEE—*contd.**Muzaffarpur, 17th November, 1939—contd.*

Subject and proposal.	How disposed of.
2. Extension of the railway line to old Budham Ghat station and further east up to Murliganj and changing the latter's name to Murho.	This subject was discussed previously and the chairman now explained that there was little prospect of further extensions being undertaken during war time ; the uncertainty of the future behaviour of the river Kosi made it still more difficult to come to a decision. It was stated that the proposal was still under examination.
3. Opening of the section Mansi to Koparia.	This has been done.
4. Ways and means to remove overcrowding in trains.	The Traffic Manager has already made arrangements for extra stock to be put on trains which may be found to be overcrowded.
5. Overcrowding in intermediate class compartments.	The Traffic Manager is attending to this matter. It was stated that all main line trains were being provided with $\frac{1}{2}$ intermediate class bogies.
6. Inconvenience caused to the public due to the reduction of passenger train service.	A cutting from the <i>Indian Nation</i> of the 15th November, 1939, was read and fully discussed. The need for curtailment in order that the railway may be in a position to meet emergencies was recognized ; and it was agreed that suggestions for improving passenger services should be made by members of the advisory committee, and by others having useful and constructive suggestions to offer, to the Traffic Manager for consideration in recasting timings. It was made clear that no increase in passenger mileage must be involved.

## BENGAL NAGPUR RAILWAY.

## BIHAR AND ORISSA COMMITTEE.

*Calcutta, 30th October, 1939.*

1. Facilities at stations.  (i) Raising the floor level of the third class waiting halls at Bhubaneswar and Puri and (ii) adjoining a portion of the pilgrims shed at Bhubaneswar to the third class waiting hall.	(i) As the flooding of the floor of the third class waiting hall at Bhubaneswar was due to rain water being blown in by heavy wind, the raising of the floor level would not remedy matters and the proposal was therefore dropped. Further the committee was informed that the existing accommodation reserved for intermediate class passengers within this hall would be placed at the disposal of third class passengers on completion of the new intermediate class waiting room. As regards Puri steps are being taken to remedy matters.
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BENGAL NAGPUR RAILWAY—*contd.*BIHAR AND ORISSA COMMITTEE—*contd.**Calcutta, 30th October, 1939—contd.*

Subject and proposal.	How disposed of.
<p>(ii) It was agreed to make a portion of the pilgrims shed, which has direct access to the platform, available for use of third class passengers at times other than <i>mela</i> times.</p> <p>2. Waiting rooms at stations. Provision of an intermediate class waiting room on the platform at Bubaneswar.</p> <p>3. Waiting sheds on station platforms. Provision of a covered shed on the platform at Puri where the express trains stand.</p> <p>4. Waiting rooms at stations. Suggested provision of a waiting room at Jharsuguda on the Sambalpur branch line platform.</p> <p>5. Shifting of stations. Suggested removal of Ib station to the other side of the Ib river.</p> <p>6. Drinking water arrangements. Suggested provision of a well at Sambalpur Road station.</p> <p>7. Ladies waiting rooms. Suggested provision of a third class waiting room for ladies at Sambalpur Road station.</p>	<p>Provision agreed to when funds are available.</p> <p>Provision of two waiting sheds agreed to, one on each platform, when funds are available.</p> <p>Erection of a small open shed agreed to when funds are available.</p> <p>The shifting of Ib station was not possible due to gradients at the proposed site.</p> <p>Provision of facilities for drinking water at this station agreed to.</p> <p>Provision agreed to.</p>

## BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

## AJMER COMMITTEE.

*Ajmer, 16th November, 1939.*

<p>1. Cancellation of first and second class concession return tickets between Ajmer and Delhi.</p> <p>That the return ticket be made available <i>via</i> Agra on payment of the fare for the journey between Delhi and Agra.</p>	<p>As the experiment of issuing first and second class concession return tickets between Ajmer and Delhi was not successful the concession was withdrawn.</p> <p>The suggestion that the return ticket be made available <i>via</i> Agra on certain conditions does not therefore arise.</p>
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## DARJEELING HIMALAYAN RAILWAY.

*Darjeeling, 16th December, 1939.*

Subject and proposal.	How disposed of.
1. Demurrage rates, suggested reduction of.	The Marwari Merchants Association raised the question of whether demurrage rates over the D. H. Railway could be reduced from one anna per maund to three pies, as charged by the E. B. Railway. It was explained that storage space at our stations was definitely limited and that delays in removals of consignments were due almost entirely to the practice of traders booking goods on the V. P. system, which necessitated clearance of R/Rs. from a bank or post office. Such delays not being due to the fault of the railway, the committee was not in favour of any reduction particularly as it was pointed out that the railway administration did in actual practice make considerable concessions by waiving portions of wharfage charges due.
2. Suggested extra train services between Kurseong and Siliguri.	The Marwari Merchants Association proposed that the local morning train (8 down), which leaves Darjeeling at 7 hours and terminates at Kurseong at 9-20 hours should continue on to Siliguri and return to Kurseong to connect with the 9 up train, which is timed to leave Kurseong for Darjeeling at 17-20 hours. The chairman explained that trains running to similar timings were discontinued in 1918 or 1919 as a result of the connecting trains at Siliguri being withdrawn by the E. B. Railway. The committee was of the opinion that the railway could not afford to extend passenger services at present as it was doubtful if the proposed extra trains would attract any additional traffic.

## EASTERN BENGAL RAILWAY.

*Calcutta, 9th November, 1939.*

1. Proposal that the timing of 426A down (Parbatipur Ishurdi shuttle) and 26 down (Chapai-Nawabganj passenger) be so altered as to maintain connexions at Ishurdi.	The president stated that the proposal had been further examined and it was not found possible to bring 426A down sufficiently early to Ishurdi to connect with 26 down.
Ref. item 6 of the 145th meeting of the committee held on the 17th August, 1939.	In this connexion the question of examining proposals for the improvement of the train service in general was discussed and it was decided that in future instead of bringing up subjects regarding the timing of trains individually before the committee, the draft time-table would be discussed by a sub-committee with the railway officers in charge of time-tables, as soon as proposals for the next time-table were ready. The date and time for the meeting of the sub-committee would be communicated in due course.

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 9th November, 1939—contd.*

Subject and proposal.	How disposed of.
2. Proposal that an additional intermediate class compartment be provided in the Katihar-Dalsingpara passenger train.	<p>The president pointed out that on the Katihar-Dalsingpara section intermediate class accommodation was provided in an intermediate and third class bogie with two intermediate class compartments, one having accommodation for 16 passengers and the other for 12, the latter being reserved for ladies.</p> <p>A census of intermediate class passengers travelling on the section was taken for a fortnight, but no overcrowding was detected. The president assured the members that arrangement had been made for occasional checks and extra accommodation would be provided if necessary.</p>
3. Proposal that arrangements be made to attach a through carriage from Ranaghat to Khulna.	<p>The president informed the meeting that arrangements had been made to run a third class through carriage as an experimental measure, from Ranaghat to Khulna by 29 B up and 29 up and from Khulna to Ranaghat by 32 down and 32 B down with effect from the 15th October, 1939.</p> <p>A census of passengers in the through carriage taken at Bongaon upon the 19th October, 1939, showed an average of 60 passengers by 29 B up and 29 up and an average of 20 passengers by 32 down and 32 B down. The census was being continued and the running of the through carriage would depend upon the traffic carried.</p> <p>Publicity to these arrangements has been given by advertisements in the vernacular newspapers and by putting up notices at stations. The president accepted the member's proposal for the provision of an indication board on the through carriage and said that arrangements would be made accordingly.</p>
4. Proposal that fresh instructions be issued for the guidance of the staff concerned regarding the proper execution of risk note form A.	<p>The president stated that, as suggested by the member, the attention of the staff had recently been drawn to the necessity of exercising care in demanding the execution of risk note A, through notifications in the Railway Gazette.</p>
5. Proposal that necessary instructions be issued to the staff at roadside stations for accepting consignments intended for street delivery service at Calcutta.	<p>The president informed the meeting that arrangements for street delivery of goods in Calcutta were duly embodied in the E. B. Railway Goods Tariff. He added that the attention of the staff was being drawn to the rules and they were being warned not to refuse booking of goods by the street delivery service in Calcutta.</p>
6. Proposal that 111 up Bongaon passenger be extended up to Jessore.	<p>The president explained that the number of inward passengers for Jessore by the 31 up Barisal express showed an average of 30 passengers only. Even if half of these passengers were diverted to the proposed train, the extension would not be justified.</p>

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 9th November, 1939—contd.*

Subject and proposal.	How disposed of.
	<p>Furthermore, in the absence of necessary terminal facilities at Jessore, there would be difficulties in regard to the train engine, which would have to run light and tender foremost to Bongaon for turning and other locomotive requirements and go back tender foremost to Jessore for working the return trip. This would cause light engine mileage to the extent of 1620 miles per month.</p> <p>The member suggested further discussion of the proposal in the sub-committee appointed to examine the draft time-table, to which the president agreed.</p>
<p>7. Proposal that 34 down should not be detained at Duttapukur for crossing of 31 up.</p>	<p>The president pointed out that the running of 34 down had improved. After the introduction of the current time-table, 34 down had been detained at Duttapukur for crossing 31 up only on three occasions in October 1939 against six in September 1939 and thirteen in August 1939.</p>
<p>8. Proposal that steps be taken to remove the inconvenience experienced by the merchants and their agents for booking and taking delivery of goods at Sealdah.</p>	
<p>(a) Delay in the issue of railway receipts for outward goods.</p>	<p>The president pointed out that the delay in the issue of railway receipts was usually caused by goods being tendered for dispatch late in the day. In an endeavour to remove the inconvenience to the public, as far as possible, the hours of attendance of the staff had been altered as an experiment, so as to have the maximum number of clerks on duty during the rush hours.</p>
	<p>The experiment had only lately been started and it was too early, therefore, to say whether or not it was a success.</p>
<p>(b) Cumbersomeness of the procedure for the delivery of goods and consequent delay.</p>	<p>The president said that the present system was being continued because the available space did not allow the introduction of any better procedure for delivery. He added, however, that there was a proposal for constructing a new building in place of the existing one and it was hoped that when the building was constructed, much of the present inconvenience would be removed.</p>
<p>(c) Want of adequate facilities e.g. waiting halls, drinking water, urinals, etc., for the public.</p>	<p>The president pointed out that the facilities referred to were being included in the Programme of Works and would be provided as funds became available.</p>

EASTERN BENGAL RAILWAY--*contd.**Calcutta, 9th November, 1939—contd.*

Subject and proposal.	How disposed of.
(d) Illegal gratification	<p>The president said that the administration had already adopted the measure agreed upon at the 20th informal quarterly meeting between the Chambers of Commerce and the Calcutta Railways.</p> <p>Questionnaire forms had been prepared and supplied to the Bengal Chamber of Commerce for distribution amongst members of the various Chambers of Commerce in Calcutta, with the request that complainants should fill in these forms and submit them promptly to the administration, which when received, would be treated as entirely confidential by the railway. The president concluded by saying that so far no form, duly filled in, had been received.</p>
9. Proposal that an upper class waiting room for ladies be provided at Berhampore Court and that the existing intermediate and third class waiting room for ladies be extended.	<p>The president said that the type of upper class waiting room (i.e. one combined for both ladies and gentlemen) at present provided at Berhampore Court was according to the existing policy ; and although it might be desirable for a station like Berhampore Court to have a separate upper class waiting room for ladies, the railway could not find adequate funds for such works in the existing war conditions. The demand was, however, being noted in the Programme of Works and the amenities in question would be considered when funds became available.</p>
10. Proposal that 47 up local be extended up to Berhampore Court.	<p>The president explained that there were difficulties in accepting the proposal in view of the fact that 47 up was worked by a suburban rake and engine, and a through rake would be necessary if the train were extended to Berhampore Court. At the request of the member however, the president agreed to have the proposal further discussed by the sub-committee appointed for examining the draft time-table to come into force from the 1st April, 1940.</p>
11. Proposal that steps be taken to remove the unsatisfactory condition and scarcity of water in the lavatory of the third class compartments of trains running on the Murshidabad section.	<p>The president stated that the complaint had been forwarded to the officers concerned for necessary action. He continued that he welcomed the assistance of the members as well as the travelling public who might report all cases immediately, so that prompt inquiries might be made and suitable disciplinary action taken.</p>
12. Proposal that the quality of foodstuff sold at Ranaghat station be improved.	<p>The president said that foodstuff, tea, cold drinks, etc., sold by the platforms vendors and refreshment room contractors on this Railway were subjected to surprise inspections and to the necessary test. Instructions had also been issued to keep a special watch on tea sold at Ranaghat and to test it periodically. The president added that the railway would welcome a report from any member of the committee who thought that any article sold by the vendors was injurious to health and the matter would be taken up immediately.</p>

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 9th November, 1939—concl'd.*

Subject and proposal.	How disposed of.
13. Proposal that 23 up be scheduled to stop at Kushtia Court.	The president said that the proposal had been noted for examination in the next April issue of the time-table and would also be referred to the time-table sub-committee.
14. Proposal that the timings of 15 up (North Bengal express) be so altered as to maintain connexion with the down Dacca mail at Poradah.	The president pointed out that up to March 1937 the connexion at Poradah was shown in the time-table with the scheduled arrival of 8 down at 1-20 and the departure of 15 up at 1-35, with an authorized detention of 10 minutes to 15 up for maintaining the connexion. With the margin of 25 minutes between the two trains, the connexion used to be broken six days in the week on account of the late arrival of the steamer at Goalundo and the consequent late running of 8 down. As the theoretical connexion shown in the time-table was misleading, it had been definitely broken. The president added that passengers from the Goalundo section intending to catch 15 up at Poradah, now travelled by 36 down. They had also an alternative service by 24 down and 37 up. At the request of the member, however, the president agreed to the proposal being further examined by the time-table sub-committee.
15. Proposal that the Eastern Bengal Railway time and fare table be also printed in Bengali and sold to the public.	The president said that for the convenience of those who were not acquainted with English, sheet time-tables and fare tables were printed in Bengali and exhibited at all stations. He added that pocket time-tables for the Calcutta suburban area were, however, printed both in English and in Bengali. On the last occasion 35,000 copies of English pocket time-tables and only 800 copies of the Bengali edition were printed. No advertisements had so far been secured for the Bengali pocket time-table, while the revenue from advertisements in the English pocket time-table was appreciable. These facts, the president said, did not indicate that a Bengali edition of the main time-table was likely to be sufficiently patronized either by the public or by the advertisers. He had, however, no objection to permitting private agencies to undertake the publication of the main time-table in Bengali.
15. Proposal that all stations on the broad gauge where mail and express trains stop be converted to A class stations.	The president informed the members that a somewhat similar proposal had been received from the Senior Government Inspector of Railways, Circle No. 2, Calcutta, in connexion with the Majdia accident and the matter was under correspondence between the administration and the Railway Board.  The proposal, however, involved a purely technical question and he assured the committee that if any modification of the existing practice was required in the interest of the safety of the travelling public, necessary action would be taken.

EASTERN BENGAL RAILWAY—*contd.**Calcutta, 19th December, 1939.*

Subject and proposal.	How disposed of.
17. Proposal that painting of names of stations on boards and lamp glasses be made more visible.	The president said that signboards painted with black and bright yellow colours were more easily visible, because they did not become dirty or discoloured like black and white coloured boards. Black letters on yellow ground were in fairly general use for painting such boards. As regards the painting of station names in red letters on platform lamps, the president pointed out that the practice had been in vogue since 1920 and no complaints regarding visibility had been received from the travelling public. He, however, agreed to the suggestion of trying out labels on transparent paper with black lettering at one or two stations.
18. Electrification of Faridpur railway station.	The president said that the scheme for the electrification of Faridpur railway station had already been noted in the Programme of Works, but in view of the situation created by the war work had been kept in abeyance.
19. Proposal that arrangements be made to raise the platform at Ramdia station.	The president explained that platforms, overbridges and other amenities at stations were provided gradually in accordance with a programme laid down for the purpose. According to the programme, flag and ghat stations and even important stations on branch lines had to wait for their turn.
20. Proposal that the existing arrangements for the Indian refreshment room at Katihar be improved.	The president said that there were as many as three Indian refreshment rooms at Katihar which catered for orthodox Hindus, Hindus and Moslems respectively. He added that during his recent inspection he found the Indian refreshment rooms at Katihar to be nearly the best on the railway and far too commodious for the present requirements.
21. Proposal that steps be taken to discontinue the practice of detaining trains outside Calcutta station.	The president said that occasions, when trains were held up outside Calcutta (Sealdah) station for want of platform were few and far between and the punctuality in the case of suburban trains had risen to 81 per cent. in November 1939. In the time-table, however, extra time had been allowed to trains on the run between Dum Dum junction and Calcutta on account of the rebuilding of a bridge which was to be completed during the currency of the existing time-table. As the restriction had not yet been actually imposed, some trains were arriving before time and were thus liable to be detained outside signals, but their punctual arrival at the station was not thereby affected. The member pointed out that he had wanted to draw attention to the need for improving the layout of the passenger yard at Sealdah which was now called upon to deal with much more intensive traffic than that for which it was designed. The president agreed that the yard facilities at Sealdah were limited, but schemes for general improvement had been held up owing to lack of funds.



EASTERN BENGAL RAILWAY—*contd.**Calcutta, 19th December, 1939—contd.*

Subject and proposal.	How disposed of.
22. Proposal that arrangements be made to maintain uniformity of standard or of prices of tea, aerated water and refreshments sold at stations other than Calcutta.	The president said that the Railway Medical Department arranged for examining the foodstuffs sold and submitting them to periodical tests in order to see that they were not injurious to health. Uniform prices had been laid down in the time-table for certain articles, while for those not mentioned therein, local prices had been fixed and were entered in the price list displayed by the vendor. This arrangement was introduced on the recommendation of a sub-committee of the committee which reported on this matter in 1934. The president added that he would welcome the assistance of members in enforcing the standards and rules for the vending of food-stuffs on the railway and suggested that all complaints in this matter should be made to the Traffic Manager direct so that prompt action might be taken.
23. Proposal that corridor connexion be provided in first and second class bogies attached to rakes of 3 up and 4 down.	The president said that in the past, two corridor rakes were used to work the Assam mail trains. The upper class carriages of one rake were burnt sometime ago and were being rebuilt. The vestibules of the upper class carriages of the other rake were damaged and removed. As these carriages were going to be condemned shortly and carriages in replacement had already been sanctioned for construction, the vestibules had not been refitted. As soon as the upper class carriages for the two rakes were built and put into use, corridor communication would again become available.
24. Proposal that orders be issued to light up intermediate and third class ladies' waiting rooms at roadside stations in time.	The president said that intermediate and third class ladies' waiting rooms at roadside stations were usually lighted up at sunset, and the omission to do so on the occasions reported had been taken up.
25. Proposal that steps be taken to remove the following inconveniences from the Berhampur Court station.	The president remarked that the question of providing additional facilities at Berhampur Court station had been considered and the present position was as follows :—
(a) Inadequacy of the lower class ladies' waiting room and insanitary condition thereof.	This waiting room had an area of 148 sq. ft. which was considered sufficient for the number of lady passengers at the station, who averaged 4 to 6 per train only. Instructions had been given to the staff to keep it clean. As a result of a general discussion, the president agreed to provide at the station, as an experimental measure, benches instead of the <i>taktapos</i> now in use.

## EASTERN BENGAL RAILWAY—concl'd.

*Calcutta, 19th December, 1939—concl'd.*

Subject and proposal.	How disposed of.
(b) Inadequate lighting arrangements at platform.	The platform was lit by six oil lamps and the illumination was ordinarily satisfactory. A high power lamp would, however, be provided in the near future. At the member's suggestion, the president agreed to provide two high power lamps instead of one only.
(c) Holding up of passengers alighting from trains at night at the exit gate until trains leave the platform.	Arrangements were being made to get over the difficulties complained of.
(d) Congestion at the station approach road and bad condition of the same.	The road was congested by carriages and some remodelling and an additional lamp were necessary to improve conditions. The work had been noted and would be done when funds permitted.
26. Proposal that signboards exhibiting "intermediate and third class ladies' waiting room" in Bengali be fixed at all such waiting rooms at stations.	The president said that a standard name-board for intermediate and third class ladies' waiting room painted both in English and Bengali had been adopted for use on the Calcutta and southern districts. He explained, however, that the adoption of the standard over the entire railway might not be suitable.
27. Proposal that a station be opened at Chatingram between Santahar and Tilakpur.	The president informed the meeting that a recent investigation showed that the approximate earnings to be expected from the proposed opening of a station at Chatingram amounted to Rs. 2,280 per annum, while the expenditure was estimated at Rs. 3,600 per annum, involving a net loss to the railway of nearly Rs. 1,320 per annum. As a result of the discussion, during which the member pointed out that the estimated earnings were unduly low on account of possibilities of passenger traffic not having been sufficiently estimated, the president agreed to have a flag station opened at the site, as an experimental measure for three months.
28. Proposal that the present system of checking tickets of lower class compartments by waking passengers be revised with a view to minimizing their trouble.	The president pointed out that ticketless travel was still very frequent and in order to combat this practice, checks and counterchecks were indispensable. The member, however, suggested that if the same batch of checkers were allowed on the entire train run, the inconvenience caused to the passengers at present in having to produce their tickets for examination by each different batch of checkers, could be reduced. The president said that even if the proposal were adopted the checkers would be still under orders to check all carriages on the train a number of times during the run; but he agreed to give the suggestion a trial.

## EAST INDIAN RAILWAY.

## CALCUTTA COMMITTEE.

*Calcutta, 6th October, 1939.*

Subject and proposal.	How disposed of.
1. Intermediate class mileage coupon books. That intermediate class mileage coupons be issued.	Rejected as the object of introducing mileage coupon tickets would be defeated if extended to intermediate class travel.
2. Provision of refreshment rooms for Hindus, Mohammedans and Europeans at Dehri-on-Sone.  That refreshment rooms be provided for Hindus, Mohammedans and Europeans at Dehri-on-Sone.	The committee was informed that it had been proposed to shift the tea stall from Sone East Bank to Dehri-on-Sone.  It was also decided that the position would be re-examined at the end of a period of six months.
3. Wharfage charged at Patna. The wharfage charged at Patna junction be reduced.	The committee accepted the reasons explained for the enhancement of wharfage charges at Patna junction.
4. Raised platform at Parasnath. That the platform at Parasnath be raised.	Rejected as funds are not available. The chairman explained the policy regarding the provision of raised platform at stations.
5. Census of overcrowding of passenger trains.  The particulars of a census of third class passengers taken on all trains separately at various points on the East Indian Railway during the week ending 11th July, 1939, were placed before the committee.	Accepted by the committee.

*Calcutta, 24th November, 1939.*

6. Accommodation for through booked passengers alongside the Digha Ghat platform siding at Patna junction.  That covered accommodation be provided on the bus platform at Patna junction.	Accepted.
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EAST INDIAN RAILWAY—*contd.*CALCUTTA COMMITTEE—*contd.**Calcutta, 24th November, 1939—contd.*

Subject and proposal.	How disposed of.
<p>7. Extension of third class waiting hall at Mihijam.</p> <p>That the third class waiting hall at Mihijam be extended.</p>	<p>The committee accepted that the present covered accommodation was sufficient to shelter the average number of daily passenger during train times.</p>
<p>8. Extension of foot-overbridge at Dehri-on-Sone.</p> <p>That the foot-overbridge at Dehri-on-Sone be extended for the greater convenience of persons catching or meeting trains.</p>	<p>Rejected on the grounds of expense.</p> <p>The committee however accepted an alternative and cheaper proposal which it was felt would go a long way towards removing the present inconvenience.</p>
<p>9. Supply of drinking water at Jasidih. That arrangements for the supply of drinking water at Jasidih be improved.</p>	<p>It was explained that the supply of drinking water at Jasidih was adequate and arrangements for storing and providing wholesome drinking water on the platform quite satisfactory. The committee accepted the view of the administration.</p>
<p>10. Supply of drinking water at Howrah station.</p> <p>That arrangements be made for the adequate supply of drinking water at Howrah station.</p>	<p>The committee was informed that arrangements would be made to provide an extra water trolley making a total of four to serve passengers with drinking water during train times.</p> <p>The committee was generally of the opinion that the supply of drinking water was sufficient and that the present proposal should be given a trial.</p>
<p>11. Provision of seating accommodation and electric fans on platforms at Howrah.</p> <p>That more seating accommodation and fans be provided for passengers on the various platforms at the Howrah station.</p>	<p>The committee was informed that arrangements were being made to provide garden benches as well as fans in certain areas adjacent to the platforms at the Howrah station.</p>
<p>12. Change in the name of Trishbigha station to Adi-Saptagram.</p> <p>That the name of Trishbigha station be changed to Adi-Saptagram.</p>	<p>The chairman stated that it had been proposed to change the name of Trishbigha station to Adi-Saptagram.</p>

EAST INDIAN RAILWAY—*concl'd.*

## UNITED PROVINCES COMMITTEE.

*Cawnpore, 9th November, 1939.*

Subject and proposal.	How disposed of.
<p>13. Extra train between Rae-Bareli and Cawnpore.</p> <p>That an extra train be run between Rae-Bareli and Cawnpore.</p>	<p>It was noted by the committee that the present day conditions were operating against any increase in train services.</p>
<p>14. Provision of benches for ladies on platform at Cawnpore station.</p> <p>That benches for ladies be provided on platform at Cawnpore.</p>	<p>The administration agreed to provide two benches for ladies.</p>
<p>15. Census of overcrowding of passenger trains.</p> <p>The particulars of a census of third class passengers taken on all trains separately at various points on the East Indian Railway during the week ending 11th July, 1939, were placed before the committee.</p>	<p>Members on perusal of the note outlying the causes of occasional overcrowding of trains, suggested as an effective measure—the stabling of stock at large and important stations for attachment to trains when room permits.</p>
<p>16. Delay in the delivery of goods at Cawnpore Central goods station.</p> <p>It was alleged that people had to wait a long time at Cawnpore Central goods station before they could effect deliveries of the goods.</p>	<p>The committee noted the observation of the administration that individual cases should be brought to the notice of the Divisional Superintendent immediately they occurred.</p>
<p>17. Corruption in goods office at Cawnpore.</p>	<p>The chairman reiterated the fact that all possible steps were being taken by the administration to stamp out corrupt practices wherever existing. He also invited the co-operation of the members in bringing to notice promptly any concrete instances.</p>
<p>18. Arrangements for the settlement of claims at Cawnpore.</p> <p>That there should be some agency to settle claims at Cawnpore.</p>	<p>It was accepted by the committee that there was no justification for a claims settlement office at Cawnpore.</p>

## GREAT INDIAN PENINSULA RAILWAY.

## BOMBAY COMMITTEE.

*Bombay, 12th October, 1939.*

Subject and proposal.	How disposed of.
<p>1. Season tickets between Bombay and Devlali.</p> <p>Request that season tickets between Bombay and Devlali be introduced in the same manner as between Bombay and Poona, the distance and journey times being the same.</p>	<p>It was explained that Poona is a very much larger city than Devlali and that it was very doubtful whether there would be a sufficient demand from Devlali. After some discussion it was agreed to introduce, as an experiment for 12 months, season tickets for all classes between Bombay and Devlali and Nasik Road.</p>

*Bombay, 16th November, 1939.*

<p>2. Alleged hardship caused to third class passengers at Victoria Terminus station.</p> <p>Representation that hardship in regard to luggage was caused to third class passengers in having to use the overbridge at Victoria Terminus station.</p>	<p>Members were informed that in the case of third class passengers who had purchased their ticket in advance, arrangements had been made, as an experimental measure for 6 months, to enable them to book their luggage at the Fort and at Victoria Terminus station up to two hours before the departure of their trains.</p>
<p>3. Improvement in the timing of trains.</p> <p>(a) Request that the timings of 27 down Allahabad express be altered as it offered no connexion at Dadar with the B. B. &amp; C. I. Railway Gujarat and Kathiawar mails.</p> <p>(b) Request that 1 down Nagpur mail should halt at Nandgaon as it was a taluka town and the only available train to it from Bombay was 29 down Nagpur express, which arrived Nandgaon at 3 o'clock in the morning ; also that the 29 down was the only available train for return from the district court at Nasik.</p>	<p>The timing of 27 down Allahabad express was advanced by 5 minutes to effect a connexion at Dadar with the Kathiawar mail. The connexion with the Gujarat mail would be considered when the time-tables were revised in April, 1940.</p> <p>Members were informed that it was not feasible to stop long distance fast trains at intermediate stations for a small number of passengers. The timing of 11 down passenger was being examined to see whether it could leave Nasik Road somewhat later so as to provide a convenient service from Nasik Road to Nandgaon for the people attending court.</p>

GREAT INDIAN PENINSULA RAILWAY—*contd.*BOMBAY COMMITTEE—*contd.**Bombay, 14th December, 1939.*

Subject and proposal.	How disposed of.
<p>4. Carriage of articles of special value (i.e., those required to be declared and insured) as luggage.</p> <p>Request that section 75 of the Indian Railways Act and the relevant coaching tariff rules be so revised as to allow:—</p> <p>(i) a higher minimum value for insurance than Rs. 100 since personal effects under "excepted" articles nearly always exceed this value at the present day;</p> <p>(ii) the insurance of passengers' luggage without declaration of contents;</p> <p>(iii) the acceptance of insured luggage, whether in owner's charge or in the brake van;</p> <p>(iv) the free allowance being granted on insured luggage.</p>	<p>These requests had been carefully considered by the administration in the light of the committee's discussion and the following proposals had been represented to the Indian Railway Conference Association for consideration:—</p> <p>(a) that section 75 of the Indian Railways Act should be amended so as to enhance the minimum value for insurance from Rs. 100 to Rs. 300;</p> <p>(b) that rule 127 of the Indian Railway Conference Association Coaching Tariff should be amended to admit of free allowance being granted on "insured" luggage;</p> <p>(c) that the term "insurance charges" wherever it appears in the coaching tariff, should be altered to "increased risk charges".</p>

## CENTRAL PROVINCES COMMITTEE.

*Nagpur, 8th December, 1939.*

<p>5. Lighting of approach road at Saugor station.</p> <p>Suggestion that as the approach road to Saugor station was not lit the railway should undertake the lighting.</p> <p>6. Extension of the Bhusaval-Khandwa shuttle service to Itarsi.</p> <p>Proposal that the present shuttle train service running between Bhusaval and Khandwa be extended to Itarsi.</p>	<p>The suggestion was agreed to provisionally.</p> <p>It was explained that the proposal could not be accepted until such time as a suitable number of light typo engines became available.</p>
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GREAT INDIAN PENINSULA RAILWAY—*contd.*CENTRAL PROVINCES COMMITTEE—*contd.**Nagpur, 8th December, 1939—contd.*

Subject and proposal.	How disposed of.
<p>7. Goods shed at Borkhedi station.</p> <p>Suggestion that Borkhedi station should be opened for goods booking and provided with goods shed.</p>	<p>Could not be agreed to as the traffic offering would not compensate the railway for the expenditure which would be involved by opening and maintaining the station for goods booking.</p>
<p>8. Supply of oil tank wagons at Saugor station.</p> <p>Representation that a certain firm was unable to procure a supply of oil tanks at Saugor station for transport of Mohwa-seed oil to Lahore.</p>	<p>It was explained that the demand for oil tanks had considerably increased in the last few years and though additional tanks were constructed it was not possible to keep pace with the demand even over the local railway. In a few exceptional cases these tanks were therefore not supplied for oil booked to foreign railways.</p>
<p>9. Mercantile milage coupons for female representatives of firms.</p> <p>Suggestion that the issue of mercantile milage coupons now available to male representatives of firms should be extended to female representatives as well.</p>	<p>Members were informed that this suggestion was considered by the Commercial Committee of Railways some time ago and they were not in favour of extending the use of mercantile milage coupons to female representatives.</p>
<p>10. Cheap return tickets between Dhamangaon and Nagpur stations.</p> <p>Suggestion that the rail fares for Nagpur from Amraoti and Wardha being cheaper than from Dhamangaon, passengers from Dhamangaon and Yeotmal travelled to Amraoti by road or to Wardha by rail and then rebooked to Nagpur. As the railway was losing money it was suggested that reduced fares should be introduced between Dhamangaon and Nagpur.</p>	<p>Members were informed that an examination had revealed that the alleged number of passengers who rebooked at Amraoti and Wardha was insignificant and had not affected the railway's revenue. Further, that if fares were reduced as suggested, it was likely to result in a greater loss of revenue than may now be occurring in the manner alleged.</p>
<p>11. Provision of a raised platform at Majri and Wun stations.</p> <p>Representation that Majri and Wun stations should be provided with raised platforms as much inconvenience was caused to passengers entraining or detraining at those stations.</p>	<p>It was explained that many stations of greater importance than Majri and Wun were not provided with raised platforms nor was it proved to be necessary. Further, the expenditure involved could not be justified as stations like Majri and Wun.</p>



GREAT INDIAN PENINSULA RAILWAY—*concl'd.*

## UNITED PROVINCES COMMITTEE.

*Cawnpore, 10th October, 1939.*

Subject and proposal.	How disposed of.
<p>12. Introduction of return tickets between Bombay and Lucknow and Allahabad. Representation that return tickets for all classes should be introduced from Bombay to Lucknow and Allahabad and <i>vice versa</i> and that the basis of charge should be the same as on the E. I. Railway.</p>	<p>Members generally agreed that in view of first, second and third class return tickets being already available between Bombay and <i>via</i> Cawnpore, there was no pressing need for introducing through return tickets to Lucknow. The administration was asked to examine the proposal of introducing return tickets at concession rates for all classes between Bombay and Allahabad as is done in the case of Bombay and a number of important stations on the G. I. P. Railway.</p>
<p>13. Introduction of intermediate class return tickets between Bombay and Cawnpore. It was pointed out that first, second and third class return tickets at concession rates were issued between Bombay and Cawnpore, but it was not understood why this privilege was not extended in the case of intermediate class tickets.</p>	<p>The chairman explained that up to the 31st March, 1939, intermediate class return tickets at Rs. 40-15-0 were also available between Bombay and Cawnpore, but with a view to encouraging further intermediate class traffic between these two points, cheap single journey intermediate class tickets at Rs. 20 were introduced with effect from the 1st March, 1939, and the return tickets have been withdrawn. The public have now the benefit of cheap single journey tickets at rates less than half the concession return tickets which have since been withdrawn.</p>
<p>14. Annoyance caused by beggars and passengers without tickets. Complaints that a number of beggars and passengers without tickets often travelled in G. I. P. trains between Bombay and Cawnpore and were a continuous source of annoyance and discomfort to other <i>bona-fide</i> passengers.</p>	<p>The chairman informed members of the instructions and appeals issued to the staff on this subject which have been published from time to time in the weekly notices and assured them that all that was practicable was being done to stop the beggar nuisance. He added that the railway was continuously taking suitable steps to check ticketless travels.</p>

## MADRAS AND SOUTHERN MAHRATTA RAILWAY.

## MADRAS PRESIDENCY COMMITTEE.

*Madras, 3rd November, 1939.*

<p>1. Opening of a station at Yedlappalli between Tsundur and Tenali on the north-east line.</p>	<p>The chairman informed the committee that the proposal would be kept in view and considered together with other proposals for the provision of additional facilities to meet traffic conditions on the north-east line.</p>
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MADRAS AND SOUTHERN MAHRATTA RAILWAY—*contd.*MADRAS PRESIDENCY COMMITTEE—*contd.**Madras, 3rd November, 1939—contd.*

Subject and proposal.	How disposed of.
2. Proposal that the intermediate class accommodation on Nos. 1 and 2 Calcutta mail trains be increased between Madras and Waltair.	The committee was informed that as a result of a census of intermediate class passengers on Nos. 1 and 2 mails, both inwards and outwards at stepping stations between Madras and Waltair, taken for 10 days from the 22nd August, 1939, to 31st August, 1939, it was found that the highest number of passengers on any one day (27th August, 1939) on No. 1 down mail (Madras-Calcutta) was 30 between Madras and Nayudupeta and 32 on No. 2 up mail (Calcutta-Madras) between Gudur and Madras. The total intermediate class accommodation available was in excess of that required for the traffic, viz., 56 on the Madras and Southern Mahratta Railway, and 35 on the Bengal-Nagpur Railway rakes. In the circumstances, it was considered that increased intermediate class Madras & Southern Mahratta Railway accommodation was not justified, but the matter would be referred to the Bengal-Nagpur Railway for their consideration, so far as their stock is concerned.
3. Proposal that women ticket examiners be appointed on railways.	After discussion, the committee considered that women ticket examiners were not necessary in South India.

## BOMBAY PRESIDENCY COMMITTEE.

*Madras, 17th November, 1939.*

4. Proposal that arrangements should be made for the provision of Bombay meals in the Indian refreshment rooms in the Bombay area.	<p>The chairman informed the committee that after discussion it was decided at the meeting held on the 19th May, 1939, that the matter should be left to the chairman to do the best possible. The menu of the Bombay meal priced 4 annas supplied on this railway was as under.</p> <ol style="list-style-type: none"> <li>1. Rice.</li> <li>2. Two jawaree breads.</li> <li>3. Dal (during day).</li> <li>4. 2 toaspoonfuls of ghee.</li> <li>5. Amtee.</li> <li>6. One vegetable bhaji.</li> <li>7. One Appalam.</li> <li>8. Pickle or chutney.</li> <li>9. Curd.</li> <li>10. Rasam and</li> <li>11. Vegetable curry or keotoo.</li> </ol> <p>After the close of the meeting held on the 11th August, 1939, Mr. Chikodi suggested that <i>two jawaree breads</i> should be replaced by <i>two chapatties</i>. He was advised that this change would involve an enhancement in the price per meal from 4 to 4½ annas. The committee agreed to the change and to the enhancement in price. It was also agreed that the similar kind of meal now supplied in the Madras Province should be revised by deleting <i>butter milk</i> and substituting <i>curd</i>, the cost to be 4½ annas instead of 5 annas at present when the curd was supplied, provided the main advisory committee agree.</p>
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MADRAS AND SOUTHERN MAHRATTA RAILWAY—*contd.*BOMBAY PRESIDENCY COMMITTEE—*contd.**Madras, 17th November, 1939—contd.*

Subject and proposal.	How disposed of.
5. Proposal that the approach road to Belgaum station should be asphalted.	The committee was informed that it was stated at the meeting held on the 11th August, 1939, that the question of asphaltting the circulating area and approach roads at important stations would be investigated and that Belgaum would be given priority. In view of the present international condition, it had been decided to curtail expenditure on such works. It was not therefore possible to give effect to the suggestion at present. The circulating area and approach roads at Belgaum and all other important stations would be maintained in an efficient condition and the possibility of tar-surfacing would be considered.
6. Bookstall at Bijapur	It was explained to the committee that as it was informed at the meeting held on the 10th June, 1938, a book stall at Bijapur was opened on the 23rd May, 1938. As the sales at this book-stall were unsatisfactory, it was closed from the 19th September, 1939. It was agreed that if a local book-seller wished to open a bookstall at Bijapur, permission would be granted.
7. Proposal that women ticket examiners be appointed on railways.	After discussion, the committee considered that women ticket examiners were not necessary.
8. Morning train service between Londa and Khanapur to Belgaum station. Starting No. 171 from Londa at 8 hours.	The committee was informed that No. 172 which leaves Miraj at 10 hours and arrives Belgaum at 13-20 hours and No. 171 which leaves Belgaum at 14 hours and arrives Miraj 17-40 hours are both worked by the same rake and engine. The suggestion to start No. 171 from Londa at 8 hours and to pass Belgaum at 9-30 hours was not therefore practicable. No. 171 was timed to enable those who arrive Belgaum by No. 12 to return by it, if necessary, and the timings suggested for No. 171 were too close to those of No. 8. In the circumstances, it was regretted the change would not be made, but the train service between Londa and Belgaum would be investigated to see if a local service could be justified or if any improvement would result if certain trains could be respaced.

MADRAS AND SOUTHERN MAHRATTA RAILWAY—*contd.*BOMBAY PRESIDENCY COMMITTEE—*contd.**Madras, 17th November, 1939—contd.*

Subject and proposal.	How disposed of.
<p>9. Proposal that the boys and servants of the Indian refreshment rooms and cars and of platform stalls should be compelled to wear clean and white uniforms with distinct badges showing numbers.</p>	<p>The chairman explained to the committee that no complaint had so far been received regarding difficulty in recognizing these employees and the supply of badges with numbers was not considered necessary.</p> <p>So far as refreshment rooms were concerned, service at the stall was given from behind counters and the server could easily be distinguished. In the dining halls the service in which the men were engaged made the nature of their employment clear. The uniform now supplied to the attendants in the Indian refreshment cars was considered satisfactory. It consists of khaki shirts, shorts and cap with a white badge showing "Madras &amp; Southern Mahratta Railway Refreshments."</p> <p>Platform vendors had instructions to wear either khaki or other clean and suitable dresses. It was agreed that there was no advantage in changing from khaki to white clothes; but it was agreed that steps should be taken to improve the supervision of refreshment stall contractors in order to ensure that they complied with their contract, and employed clean and competent staff.</p>
<p>10. Proposal that properly authorized and numbered complaint books should be maintained at all tea and refreshment stalls and their maintenance advertised prominently in all recognized vernaculars.</p>	<p>The committee was informed that a complaint book was kept on a special bracket in each refreshment room worked by the Company and the words "Complaint Book" were painted in English on the bracket. Numbering the books was not necessary as the supply was restricted.</p> <p>It was agreed that in addition to the words "Complaint Book" in English, these words should be transliterated in the local Indian language.</p> <p>It was also agreed that a complaint book should be provided at tea and refreshment stalls at important stations on a bracket with the same words painted on it, as in the case of refreshment rooms worked by the Company.</p>
<p>11. Proposal that waiting rooms for intermediate class passengers should be provided at Hubli, Londa, Belgaum, Miraj and Kolhapur, and until this is done the waiting rooms for second class passengers should be thrown open for intermediate class passengers also.</p>	<p>The chairman informed the committee that extension of the use of upper class waiting rooms to intermediate class passengers at the 5 stations had been investigated and it was not possible to agree to the proposal, without inconvenience to upper class passengers. If, however, there were separate first and second class waiting rooms at stations which were not important junctions or termini, an investigation would be made to see if it was feasible to provide one waiting room for first and second class passengers and one for intermediate class passengers.</p>

MADRAS AND SOUTHERN MAHRATTA RAILWAY—*concl'd.*MADRAS PRESIDENCY COMMITTEE—*concl'd.**Madras, 17th November, 1939—concl'd.*

Subject and proposal.	How disposed of.
12. Proposal that a flag station or halt be opened at Thalakawadi.	The committee was informed that the matter had been investigated and it was considered that there was no justification for the provision of this facility.
13. Proposal that members be provided with figures of censuses of incoming and outgoing passengers at certain stations.	It was explained that it was not considered that any useful purpose would be served by furnishing these figures and it was regretted that the proposal could not be agreed to. Should members wish to have available statistics for any station for a particular purpose, they would be supplied.
14. Proposal that first and second class return tickets at $1\frac{1}{2}$ fares should be issued to passengers going to Wathar and Poona stations and <i>vice versa</i> from important stations and should be made available for 30 days with permission to break journey <i>en route</i> .	It was agreed as an experimental measure that the fares to be charged for monthly return tickets from Kolhapur, Belgaum, Dharwar and Margao to Poona should be based on $1\frac{1}{2}$ single journey fares instead of $1\frac{1}{2}$ fares as at present. The change would be introduced with effect from the 15th December, 1939. The tickets were already available for one month and for break of journey. Monthly return tickets to Wathar would be issued from important stations during the summer months. Such tickets would not be issued in the reverse direction.
15. Proposal that (1) week-end return tickets mentioned in para. 54 and (2) monthly return tickets mentioned in para. 57 of time-table No. 78 (in force from the 1st April, 1939) should be made available in the reverse direction also.	The committee was advised that week-end return tickets between Bombay and Kolhapur, Miraj, Budhgaon and Belgaum <i>via</i> Poona were already being issued in both directions and nothing further was therefore considered necessary.
	It was not considered that traffic would be stimulated by making the monthly return tickets now issued from Kolhapur, Belgaum, Dharwar and Margao to Poona available also in the reverse direction. It was agreed that week-end return tickets for first, second, intermediate and third classes should be issued from Poona to Huhli and <i>vice versa</i> .

## SOUTH INDIAN RAILWAY.

*Madras, 8th November, 1939.*

1. To start No. 31 passenger from Villupuram instead of from Ariyalur as at present, so that it may connect with No. 11 Shencottah passenger at Villupuram at 12.30 p.m.	It was pointed out that subsequent to this proposal No. 31 passenger itself had been cancelled between Ariyalur and Lalgudi with a view to reducing train miles. Moreover, it was also unremunerative on that section. Consequently the question of extending it to Villupuram did not arise.
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SOUTH INDIAN RAILWAY—*contd.**Madras, 8th November, 1939—contd.*

Subject and proposal.	How disposed of.
2. To provide through carriages between Ernakulam and Mangalore.	Statistics of through passengers between the point in question showed that the running of through carriages was not warranted. The committee was informed that there was also the provision that, whenever necessary, a through carriage would be arranged on payment of either 2 first or 4 second class fares.
3. To provide proper closet arrangements for the first class waiting room at Podanur.	The chairman agreed to put up a small closet 4' x 5' at one corner of the gentlemen's bath-room with a commode.
4. To extend the period of availability of the 'Go as you please' tickets to 20 days.	The chairman stated that since there was the interchangeability of these tickets with the M. & S. M. Railway and as the period of availability of the 'Go as you please' tickets over that railway also was 15 days, it was not possible to extend it over the S. I. Railway.
5. To supply drinking water to passengers at crowded stations in closed vessels like kettles and to discontinue the present practice of supplying the same from open buckets in such places.	It was pointed out to the committee that though the suggestion appeared to be a good one from a hygienic point of view, it would be impracticable to put it into practice. The chairman explained the present system of serving water at stations and showed how there was little likelihood of contamination. At the instance of the committee, the chairman agreed to obtain a design of the kettle from the G. I. P. Railway where a similar experiment was being made and place it before the committee for their views.
6. To awake passengers in third class waiting rooms at big centres by sounding an alarm (electric or otherwise) ten minutes before the departure of the train.	The chairman agreed to try the proposal at Trichinopoly junction.
7. To improve the drinking water supply at Tiruvarur and provide more water to the Indian refreshment room therein.	These had already been attended to by the provision of another tank for drinking water on the platform.
8. To renew the roofing of the passenger coaches very frequently or to roof them with a better type of non-leaky material.	Generally, the coaches were taken to the shops every two years for repairs and during that period, the roofs of carriages were suitably treated, so that they might last for another full tour. If specific instances of leaky roofing were brought to the notice of the administration, they would be immediately attended to.

SOUTH INDIAN RAILWAY—*concl'd.*

*Madras, 8th November, 1939—concl'd.*

Subject and proposal.	How disposed of.
9. To instruct Messrs. Madura Company to house the South Indian Railway outagency at Alleppey in a more convenient place as the existing godowns are inconvenient in many respects.	It was pointed out by the chairman that the location of the present outagency office at Alleppey was in the most central locality possible and that it was not considered desirable to shift it. The committee agreed.